## WATERWAY IS PRESSING NEED

G. M. Mullen Gives Data of Much Pertinent Interest

## OF MANIFOLD BENEFIT

Improvement Will Relieve Congestion Of Railroad Traffic - Government Must Aid in Important Project

Towson, Md., Aug. 1, 1911 Editor TRIBUNE: these waters for commercial purposes ness offered to them; and 2ad, because is of such importance to the people that our National Congress should enact laws authorizing our government to MR. TAFT TO WITNESS waters and improve them wherever there is great need of such improvement, because a commercial waterway controlled by the Government acts as a governor does on a steam engine-it mads to overload the people with exterionate rates. And as the writer views it, there is no State in the Union celebration is already assured. competing line, or no deep water har-ior from Jacksonville, Florida, to Mi-ami, a distance of four hundred miles. President Taft has promised to visit The passenger, freight and express corporations are taking undue advanage of the people by charging ex-

orbitant rates on freight, passenger

dexpress service. The past winter

We also learned from people in those

vinter and spring because of its failure

deliver the goods in good order at the northern markets. We also learn-

ed from merchants and business men

hat the railroad officials refused to

neceive any order for goods or ship-ments until they could dispose of the ecumulated freights. At the present time we have no deans of knowing the loss sustained by farmers and truck growers, who we ere told let their produce rot in their because they could not find a way and them to market, and the ret was that those poor people, who ald least afford it, lost their year's g, but yet we know that those suffer by extortionate rates and dequate service cannot help thembut must submit to a condition th tends to beggar the people of East Coast of Florida. Indeed two corporations—the Florida t Coast railroad and the Southern of death over the entire eastern re of Florida. The question arises, there no remedy for this condition. are is only one legal, permanent to that we can see, and that is let gress enact a law authorizing and gour Government to acquire, truct and maintain a free mland route from Fernandina to Key t entirely independent of any State

the United States to enjoy the delightful climate of this particular part of the State, and therefore he is entitled

to possess the entire locality, climate and all. This argument could be compared with equal force to a claim, if advanced by a descendant of the Spaniard who discovered the State and christened it Pasqua Florida, "The Land of Flowers." The only difference between Mr. Flagler's and the Spanture is Now Effective iard's claim would be that Mr. Flagler built a railroad, we are told, for \$16-000 per mile, and capitalized it at \$36-000 per mile. Quite an unselfish act to say the least, on the part of a great man who, with many others in his class wants to own the earth and double its size, if they could for their own pur-

As our Government is founded on the proposition of dealing justly with all men, and as the writer is imbued with that spirit of dealing fairly with The improvement of the internal all questions concerning the betterment waterways of the United States for of the people, we propose to show that the deepening and widening of the inlength of the Atlantic Seaboard from the sea-shore of the Atlantic and from the sea-shore of the Atlantic the railroad interests as well as to the and from the sea-shore of the Pacific. And to the sea-shore of the Pacific. And it is the natural waters are legal public property, the artificial waters should company would profit by having a suit-definitely under the control of our able commercial waterway from one National Navigation Laws should apprecall that in our investigation of the National Navigation Laws should apply to all the waters within our juristiction. All the States of our Americation. All the States of our Americation. can Union should surrender their water Fiorida East Coast railroad wanted to ights to the United States, in order do too much business on a single track, that we may have a uniform system of and not enough side tracks to allow the lws. As our interstate commerce laws freight trains a clear siding when pasgovern the movement of freights over senger trains wanted the right-of-way. nilroads traversing our country from the result being a stoppage of the enend to end, so our navigation laws thre system and a consequent double should in like manner govern our inter-state waters, and the improvement of cause they could not handle the busi-(continued on page 6)

## **KEY WEST CELEBRATION**

Although the active work in behalf regulates the speed and power of the of the Over-Sea Rulroad Celebration to be held in Key West beginning Janveterways regulate the power of rail u ry 2, next, has only been in progress

ressels of heavy draft may enter and approval of Secretary of State Knox West Coast has competing lines of Committee on Industrial Art and Exmilroads, while the East Coast has no positions. It is expected to pass with-

Key West on January 4 and he will be siness is entirely in the grasp of the accompanied by many notables, a nong Plorida East Coast railroad and the them Henry M. Flagler, the builder of of which the celebration is to call to the attention of the world.

A tented city will supplement the facilities for taking care of the crowds that will attend and ample amusements and spring the road proved entirely inthe whole service second to he days of the calchestion days of the celebration. The whole service seemed to be

demoralized and not competent to Some special features will be an analle the business of the East Coast open-sea yacht race from Key West to with any degree of certainty. The Havana and return; an airship flight to writer had to wait five hours at the Havana and return; military and naval ferent stations along the route wait- pageants; baseball games by big league by for trains, and this delay was of teams; Chautauqua features; excersion trips to adjacent keys, by water and by three freight trains said to be Over-Sea railroad; a duly carnival and three freight trains said to be Over-Sea ratirout; a day doing all the laded with perishable goods laying on circus; in fact, something doing all the he sidetracks (we were told) five days. time.

Colonel T. J. L. Brown, the directorsections that the railroad company general, is now in Washington comwould lose a million dollars this past pleting arrangements for the President's

#### **BURGLARS VISIT** JEWELRY STORE

Herman Kandelin's jewelry store was visited by burglars during the early hours of Sunday morning, a pane of glass in the front show window being cut, then broken in, and such articles as were within reach were con-fiscated by the thieves. The booty secured consisted of two silver mesh bags, a silver perfume bottle, several pairs of gold mounted eye glasses, and probably other articles, as Mr. Kandelin cannot remember all the articles which were in the window. He estimates his loss at approximately \$50.

It is the custom of the proprietor to remove the more valuable pieces of jewelry from the window at closing time, and this, in addition to the fact that the burglars were unable to turn the window lock, prevented a heavier

Sheriff Carlton has stron r suspicions as to the perpetrators of the burglary, but lack of positive evidence prevents any arrests at present.

Capt. Wm. C. Harelee, U. S. N., an old Manatee boy, will be assigned to the Plorida East Coast railroad and the new battleship Florida as captain of new battleship gratifying news to "I tell you there is need for This is gratifying news to marines. This is gratifying news to introduce our paign of education to int possible for the people of the reward.

# LAW IN FORCE

#### LABEL PLAINLY

Net Weight and Measure to be Shown Conspicuously and Correctly on All Packages Offered for Sale

Following are the provisions of the Pure Food and Drugs Law, Chapter 6122, approved June 5, 1911, and which became effective Saturday, the information having been sent out by State

Chemist Rose some time since:
1st. The net weight and measure shall be "conspicuously, legibly and correctly" stated on the outside of all packages of grain, flour, meal, butter, cooking oils, syrups on and after September 1, 1911, that printed "stickers" See regulation 29.

2nd. That stocks of canned goods, vegetables, pickles, baking powders, jellies, preserves, etc., in cans or bot-tles, on hand August 3, 1911, or contracted for fall delivery in 1911, if in full compliance with the State and Federal laws, and regulations, prior to August 3, 1911, may be disposed of till January 1, 1912. That printed "stickers," showing the "net weight or measure" of such goods applied before January 1, 1912, shall protect such goods actually delivered in the State

prior to January 1st, 1912, until sold.

3rd. That goods actually on hand
August 3, 1911, containing not more
than 1-10 of 1 per cent benzoate of soda, and otherwise complying with the State and Federal laws, prior to August 3, 1911, may be disposed of till January 1, 1912. That bona fide contracts for such goods existing before

of, provided the same are plainly labeled "sweetened with saccharin, now provided by law. The manufacture permissible legally, in the State.

5th. No 'drug sold under or by a name recognized in the United States Pharmacopoeia or National Formulary, that differs from the standard of Southern Express Company, and these the Over-Sea Railroad, the completion strength, quality or purity as determined by the test laid down in the United States Pharmacopoeia, or National Formulary," can be legally manufactured or imported into the State after August 3, 1911. Such stocks of dilute standard drugs, that may be actually on hand, may be sold till January 1, 1912, provided, they comply fully with the State and Federal laws and regulations in force prior to August 3, 1911. After January 1, 1912, dilute standard drugs cannot be legally sold in Florida.

6th. All manufacturers and dealers of the foregoing rules, will be exempt from prosecution for misbranding or adulteration. Evasion of this regulation will be considered a breach of faith, and the goods subject to seizure, sale or destruction, as provided by law

and regulations. 7th. It is recommended that the labels of all goods received after August 3, 1911, have the necessary 'stickers" applied to show "net weight or measure," that they may be in shape to protect such goods till sold. The application of 'stickers' after January 11)12, vii not be legally permissible Approved July 15, 1911.

R. E. ROSE, State Chemist, B. E. McLin, Commissioner of Agriculture.

#### **10 EDUCATE TASTE** FOR GRAPE FRUIT

"I visited back home some months ago," said a Florida citizen. "My kind hostess wanted to do the honors right and had shipped in from St.

Louis some grapefruit. Mind you, her home town of two thousand people and Mr. and Mrs. Gifford and two didn't known a grapefruit from a discarded spark plug. The next morning the grapefruit was served me. How? By having it peeled and cut in little slices, like chop-suey. Gee, but it was bitter—the tough fiber tasted like quinine In justice to my friends, I said the grapefruit was a treat. The others about the board "couldn't see Tennessee. how I could eat it." I couldn't, either,

"I tell you there is need for a cam-

purposes and when withered would discard them.

"In Europe they have them on side-boards for decorative purposes and when a foolish American calls for one and eats it, the other guests look upon him in amazement.

"There is room in Florida for 100 times the grapefcuit acreage we now have, and prices will not go glimmering, because we intend to make the grapefruit as essential for the first meal of the day as coffee or cereal.

"And I also want to advise every Floridian to plant avocado pears. They sell at 15 to 75 cents each in the North —easily 10 cents each right off the tree just as they come. The Northern people are just beginning to learn of this delicious fruit—that they contain more butter fat than any other fruit-that a sick person can eat them when all other food palls on them or will not retain itself in the stomach.'

#### Florida's Fine Summer Climate

Formerly it was a rare occasion when prospectors came to Florida in summer, but now the State is always entertaining some parties from the north. east or west, and the fertile lands of some packages of grain, flour, meal, butter, lard, cottolene (or similar compound) ing settlers. In Miami during the prescooking oils, syrups on and after San ent summer it is said that not a week has passed without a party of prospec-tors visiting that section. One of the most recent visits was from a number of western people, looking for lands for settlement, and they were not only pleased with the prospects, but also surprised and delighted to find that Flor:da weather was far more agree able than that which they had left at home. More and more the people are beginning to know Florida as it really is, and it is a pleasant surprise to many who come south in summer to find that the popular superstitions and beliefs about the State are purely imaginary.

#### **FLORIDA ORANGE HAS SUPERIOR QUALITIES**

When the orange comes into its own through a publicity campaign it will have attained the dignity of an essential as well as luxury. The day has passed when the child waits until Christmas to find a golden orange stuffed in his stocking and the rest of the tracts for such goods existing before accomplished, and the success of the riews it, there is no State in the Union which stands more in need of a safe and sure line of internal water transportation than the State of Florida. A resolution by Congressman Frank portation than the State of Florida. The Gulf Coast has and war vessels, has been intromany fine, deep water harbors, where was lightly fine, deep water harbors, where the selection of the success of the accomplished, and the succes and when they are sick. Pure foodists are advising the eating of oranges by or importation of any food containing old and young. It has become a fad, saccharin after August 3,1911, is not and the fad has come to stay. The orange has come into its own, and is to have a place in our food high in the list of essentials.

While this is all true, there must be next considered what orange to buy, and where you will get the most for your money.

The Florida orange contains 40 per ecnt more juice content than any other orange. Its quality is better. We know it, and it is our duty to let the rest of the world know it.

And when it is known then the Florida grower will have cause to rejoice, because the demand upon his crop will be more profitable.

This advertising must be done by cooperation-no one grower could make a ripple on the public-if the advertising complying with the letter and spirit is done by co-operation then those who co-operate must reap the benefits. Hence, the Florida Citrus Exchange members, with the advertising campaign they have outlined and will soon put into effect, will profit by their wisdom of co-operation in packing, shipping and advertising.

#### FLORIDA AUTOISTS IN NEW HAMPSHIRE

Two dusty and battered Fords 1911 touring cars came into the village Friday afternoon and stopped for a few moments in front of a grocery store where the drivers alighted and bought some provisions. The cars contained the families of F. C. Gifford and N. O. Penny, of Vero, Fla., about sixty miles north of Palm Beach.

The parties left Vero on the 17th of June and are on their way to Burlington, Vt. Tents and all camping appliances are carried on the car and every night the members of the party sleep in the open air.

children. From White Plains the cars will go to Long Island, and after visiting points of interest there the start will be made for Burlington From Burlington Messis. Gifford and Penny will turn west and go as far as Detroit and then

They are in no hurry to finish their tour and all of the members of the party are bronzed and healthy. The

## **ROAD BUSINESS MAIN ORDER**

County Commissioners Devote **Time to Highway Matters** 

### ONE PROTEST WAS FILED

Former Order Vacated on Showing That Construction of Proposed Thoroughfare Would be too Expensive

The Board of County Commissioners of St. Lucie County, Florida, met in regular session, August 7, 1911. Present, C. H. Edwards, Chairman; E. A. Holt, A. N. Hoofnagle, D. E. Austin and Peter Raulerson, with J. E. Fultz, Clerk and J. A. Alderman, Deputy

Minutes of last regular meeting held July 17, 1911, read and approved.
Reports of F. L. Hemmings, County
Judge, and S. C. Stewart, Justice of
the Peace, for month of July, 1911, read

and filed. Report of Clerk showing collections for Tax Redemptions and Purchases

for month of July, 1911—\$144.95.

Petition of J. G. Coats, et. al., for a neighborhood public road as follows: Beginning at the middle of the South line of the Southwest quarter of the Northeast quarter of the Northwest quarter, Sec. 19, Tp. 35 S. R. 40 E. and running thence south 13 chains and 48 links to the Fort Drum road, said road to be 30 feet wide, and all expense of opening said road to be borne by petitioners, received and J. M. Swain, L. L. Carlton and G. S. Tucker are appointed a committee to view, mark and survey said road and report to this

Board at its next regular meeting.

Petition of F. W. Willes, et. al., for a public county road as follows:

Beginning where the present road curves at the gateway of the property owned by G. M. Levitt, run thence to meet the present county road, at the north line of property owned by F. W. J. M. Swain, W. D. Edwards and H. C. Stark are appointed a committee to mark, view and survey said road and report to this Board at its next regular meeting.

Road Committee report of R. A. Conkling, W. F. Baughman and E. B. Sembler, recommending a public county road as follows:

Commencing where the Sebastian and Fort Drum road crosses the Fellsmere railroad and running along said right of way as indicated by attached maps to the east side of the Fellsmere Farms, received, and approved, and if no protest is filed, will be declared a public county road.

On motion the following resolution

was adopted: Whereas, a protest has been filed to the report of J. F. Bell and M. B. Smith viewers appointed April 3, 1911 to mark out a public road, and

Whereas, it appears the county would be put to considerable expense to purchase or condemn the right of way for said road, and it further appears that another practicable road of equal benefit can be laid out without expense to the county; Therefore be it

Resolved, that all proceedings of this board in relation to said road be vacated, and that this Board decline to declare same a public road.

Road Committee rep.rt of E. E. Smith, Wm. Speelman and Southard, recommending a public county road as

Beginning at the NE corner of SE1 of section 29, township 31 south, range 39 east and run south 20 chains, thence west 160 chains to road line as per petition and if no protest is filed, will be declared a public county road at its next regular meeting.

On motion the following resolution was unanimously adopted:

Resolved that the following tax is levied upon all the real and personal property in St. Lucie County for the year 1911. For General County purposes 4 mills

on the dollar. For General Road Fund 8 mills on

For Building Fund 4 mills on the dol-For School Fund 7 mills on the dollar. For Fine and Forfeiture 1 mill on the

For Special Road Fund under Section

850 of the General Statutes of Florida, 3 mills on the dollar. For Special School Tax for Sub-school

Districts: Sub-school District No. 1, Sebastian,

3 mills on the dollar. Sub-school District No. 2, Fort Pierce.

Sub-school District No. 3, Ankona, 2 Sub-school District No. 4, Jensen, 2

Sab-school District No. 6, Tantie, 3

(continued on page 4)